



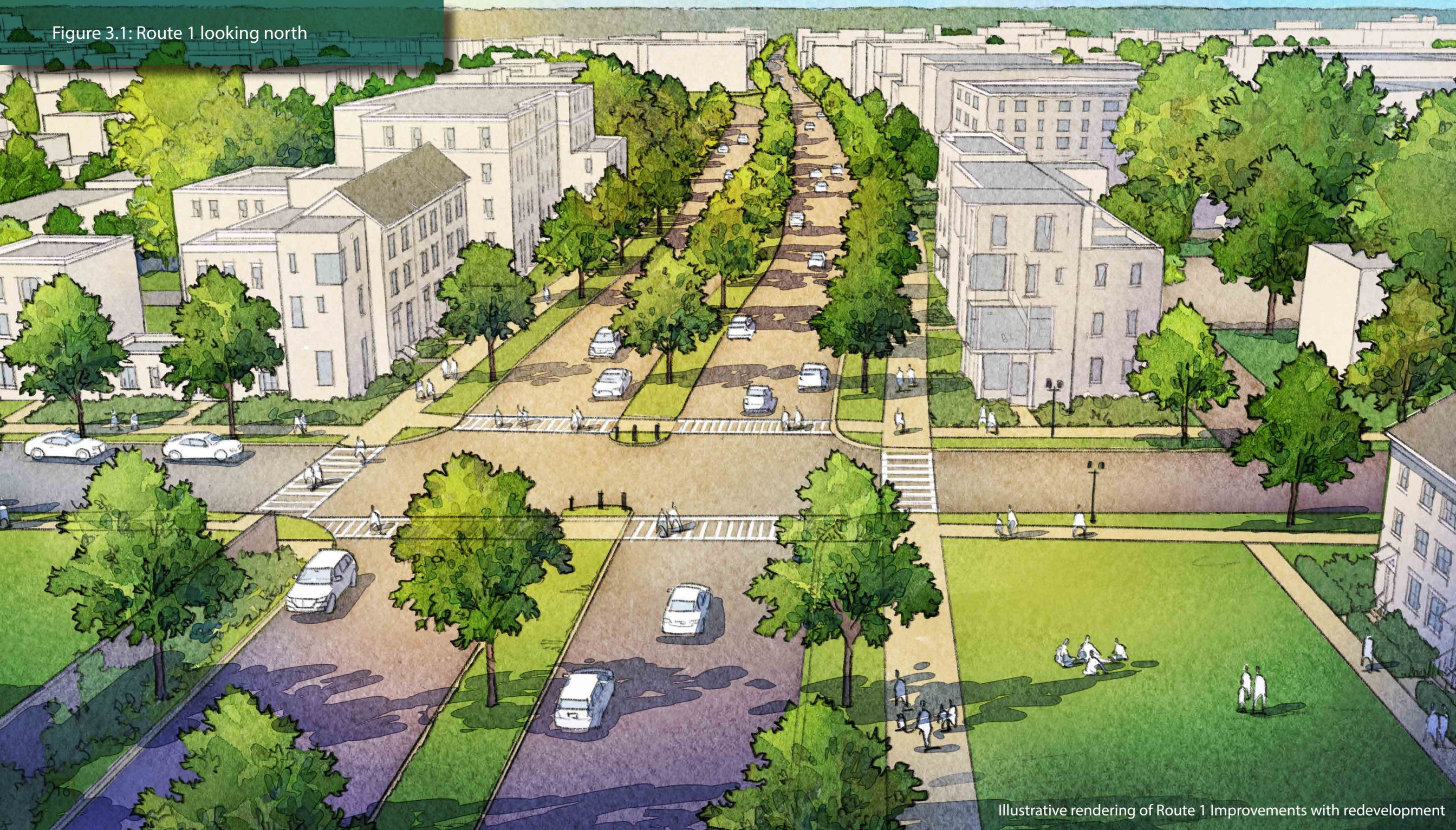
03 PLANNING + LAND USE + DESIGN

GUIDING PRINCIPLE: BUILDING AND SITE DESIGN THAT COMPLEMENTS AND CONTRIBUTES TO THE NEIGHBORHOOD

The current design of Route 1 in this area emphasizes moving vehicles through the neighborhood rather than prioritizing movement by people, bikes, and cars within the neighborhood. Limited connectivity across Route 1 creates a challenging environment for people walking and biking, and the area lacks an appropriate gateway entry into the neighborhood and the city.

This Strategy strives to reconnect the people and neighborhoods of the community through planning, land use and design. Public and private investment can make the area safer and more attractive for people walking and biking, improve the quality of public and open space, and create an enhanced gateway entrance to the city. This transformation will knit the neighborhoods on the east and west sides of Route 1 together and signal to those traveling through that they have not only entered the City of Alexandria but also a community, one where the sidewalks and open spaces are active with people encountering one another and enjoying their neighborhood. Figure 3.1 provides an illustrative perspective rendering of what this vision for the future might look like.

Figure 3.1: Route 1 looking north



Illustrative rendering of Route 1 Improvements with redevelopment



PLANNING

This Strategy recommends zoning and height incentives for potential redevelopment sites (Figure 3.2) as detailed in the development summary table (Table 1) to achieve the affordable housing recommendations. The potential redevelopment sites are limited to the commercial uses on Route 1 south of Gibbon Street and the affordable housing sites. Existing zoning and heights within the established neighborhoods are not proposed to change with this Strategy. Future redevelopment will be subject to the City’s development review process and should implement this Strategy’s planning, land use and design recommendations.

Current allowed building heights for the redevelopment sites are 45 feet for the properties within the RB zone, up to 50 feet for commercially zoned properties along Route 1, and up to 62 feet for The Heritage at Old Town midrise building zoned RC. This Strategy recommends an increase of up to 55 feet on portions of a limited number of blocks primarily along Route 1, to enable the return of affordable housing with redevelopment. The Strategy’s approach to height is to provide a variety of building heights and appropriate height transitions to the existing neighborhood, and to use buildings and open space to denote the gateway entrance to the neighborhood and the city. The existing land uses in the core area are a mix of multi-

Figure 3.2: Potential Redevelopment Sites

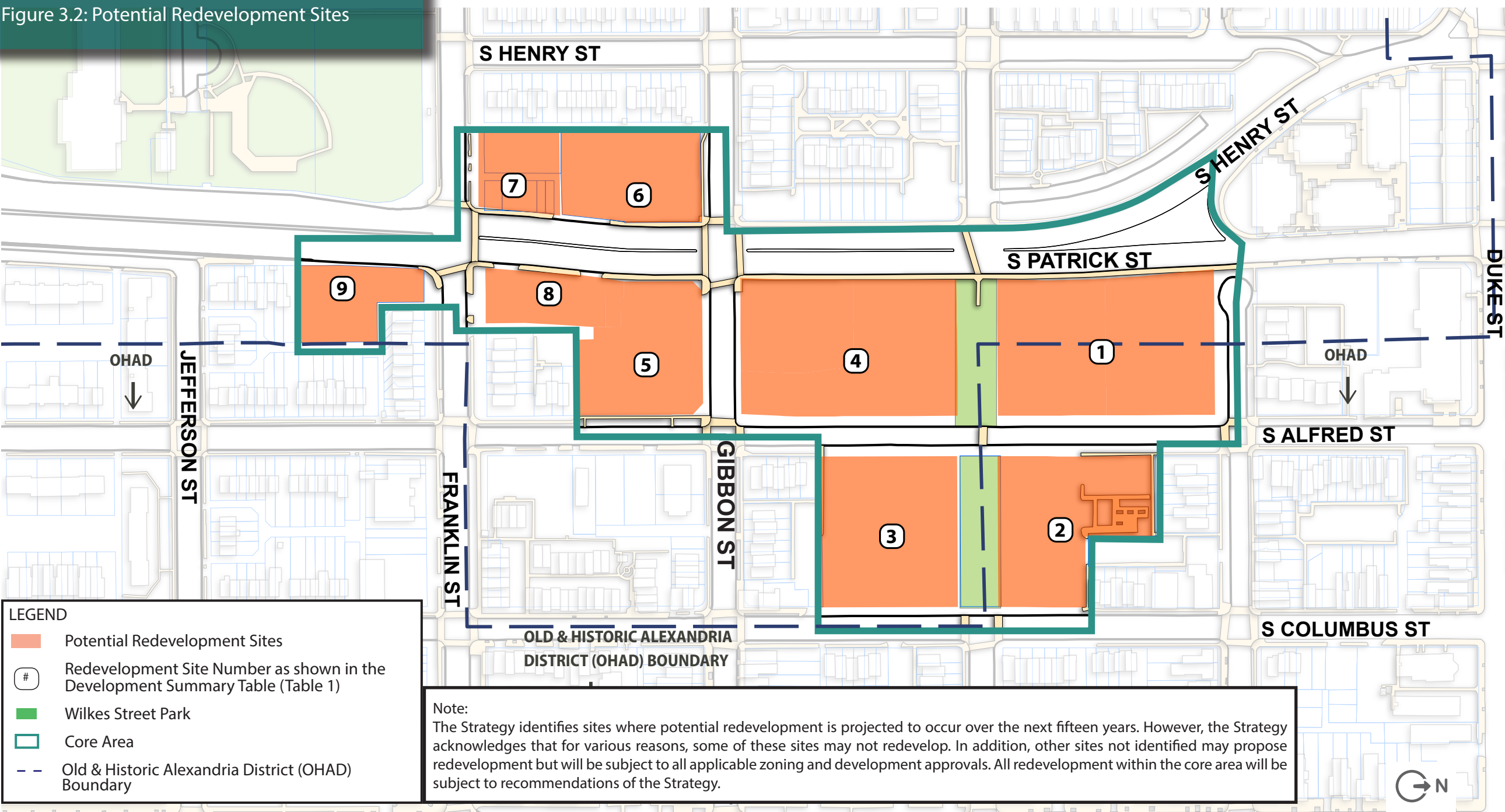


Table 1: Development Summary Table

SITE							RECOMMENDED DEVELOPMENT		
BLOCK	SITE (1)	ADDRESS	PARCEL SIZE (2)	EXISTING ZONE	EXISTING HEIGHT LIMIT	EXISTING LAND USE	RECOMMENDED FAR (3)(4)(5)	RECOMMENDED HEIGHT LIMIT (6)(7)	RECOMMENDED LAND USE (8)
		UNITS	SF		FT			FT	
1	The Heritage at Old Town	900 Wolfe	80,349	RB	45'	Residential	2.5 - 3.0	45'-55'	Predominantly Residential
2	The Heritage at Old Town	431 Columbus	48,243	RC	62'	Residential	2.5 - 3.0	55'-45'	Predominantly Residential
3	Olde Towne West III	500 S Alfred	55,084	RB	45'	Residential	2.5 - 3.0	55'-45'	Predominantly Residential
4	The Heritage at Old Town	510 S Patrick	78,566	RB	45'	Residential	2.5 - 3.0	55'-45'	Predominantly Residential
5	Olde Towne West III	601 Alfred	40,407	RB	45'	Residential	2.5 - 3.0	55'-45'	Predominantly Residential
6	West Marine	601 S Patrick	33,561	CSL	50'	Commercial	2.5 - 3.0	45'-55'	Predominantly Residential
7	Old Windows and Doors	631 S Patrick	13,280	CSL	50'	Commercial	2.5 - 3.0	45'-55'	Predominantly Residential
8	Speedway Gas Station	620 S Patrick	16,667	CL	45'	Commercial	2.5 - 3.0	45'	Predominantly Residential
9	Liberty Gas Station	700 S Patrick	20,308	CL	45'	Commercial	2.5 - 3.0	45'	Predominantly Residential

- Notes:
- Figure 3.2 depicts sites where potential redevelopment is projected to occur over the next fifteen years. The Strategy acknowledges that for various reasons some of these sites may not redevelop, however, in the event that they do, they are expected to comply with the site and design recommendations of the Strategy and applicable zoning requirements. In addition, other sites not identified in the core area may propose redevelopment but will be subject to all applicable zoning and development approvals.
 - The development parcel size is based on the City's Real Estate records, not on survey data. Parcel and building sizes may be adjusted based on future survey information.
 - The actual amount of redevelopment will be subject to compliance with this Strategy, applicable zoning as amended, and the development review process.
 - Maximum FAR of 3.0 is inclusive of the use of bonus density per Section 7-700.
 - Recommended FAR assumes future rezoning. Implementation of the recommended rezoning(s) may occur as a CRMU-H zone or comparable new zone. Rezoning(s) for the designated redevelopment sites will be considered based on the project's ability to provide the recommended committed affordable units in exchange for the additional density provided in the rezoning, streetscape, open space, and mobility improvements and achieve the goals and recommendations of the Strategy.
 - Building height limits are depicted in Figure 3.13, which reflect maximum height for different portions of the block. For areas with a 55 feet height limit, an increase of 5 feet may be permitted for architectural embellishment, if approved as part of the development review process.
 - Sites within the core area taking advantage of the density incentives through rezoning will not be eligible for increased building height pursuant to Section 7-700 above those depicted in Figure 3.13.
 - Accessory commercial uses may be permitted within the core area as permitted by the applicable zoning, subject to consistency with the intent of the Strategy.

Figure 3.3: General Land Use Map

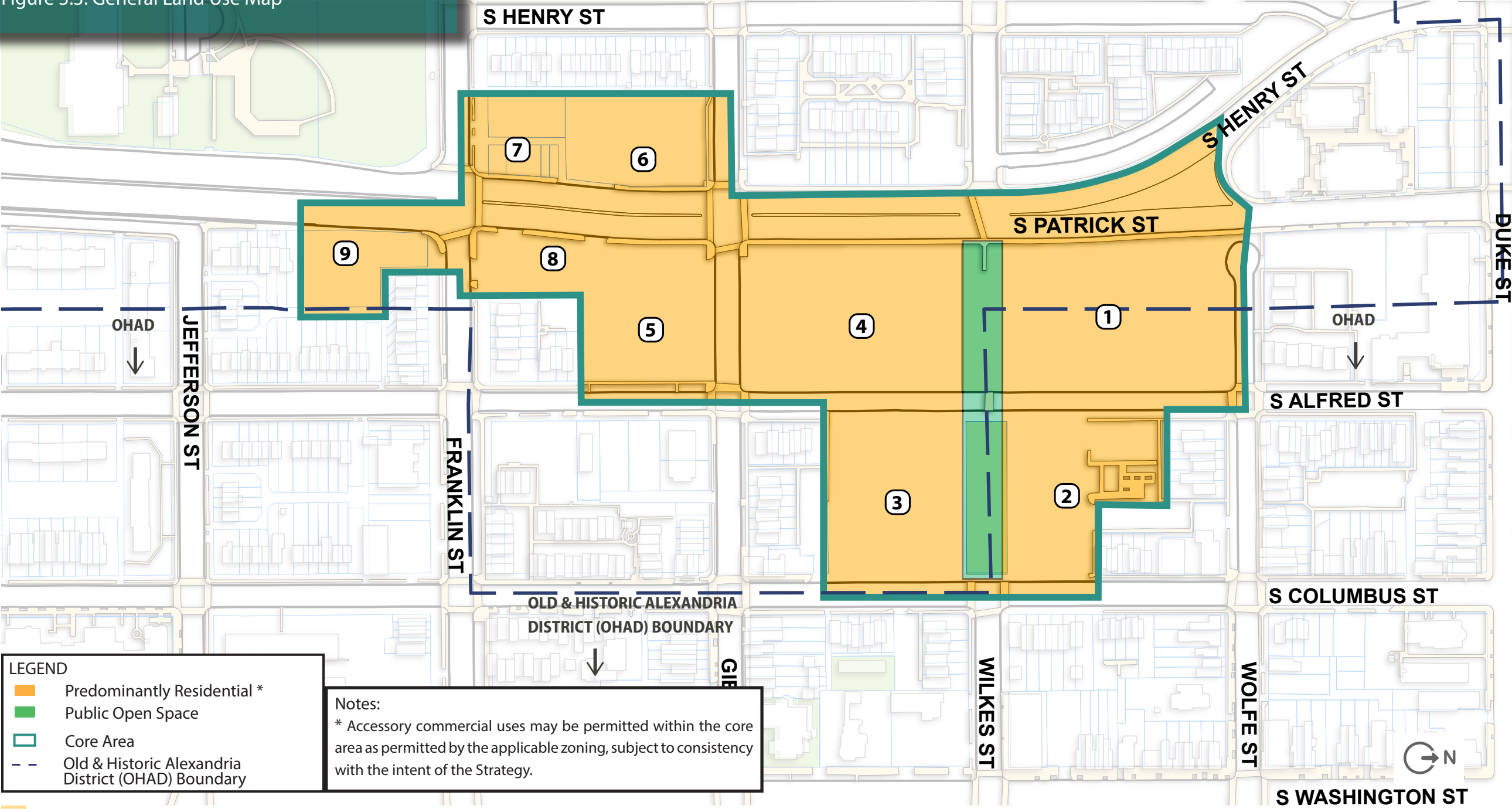


Figure 3.4 : Alfred Street looking south



LAND USE

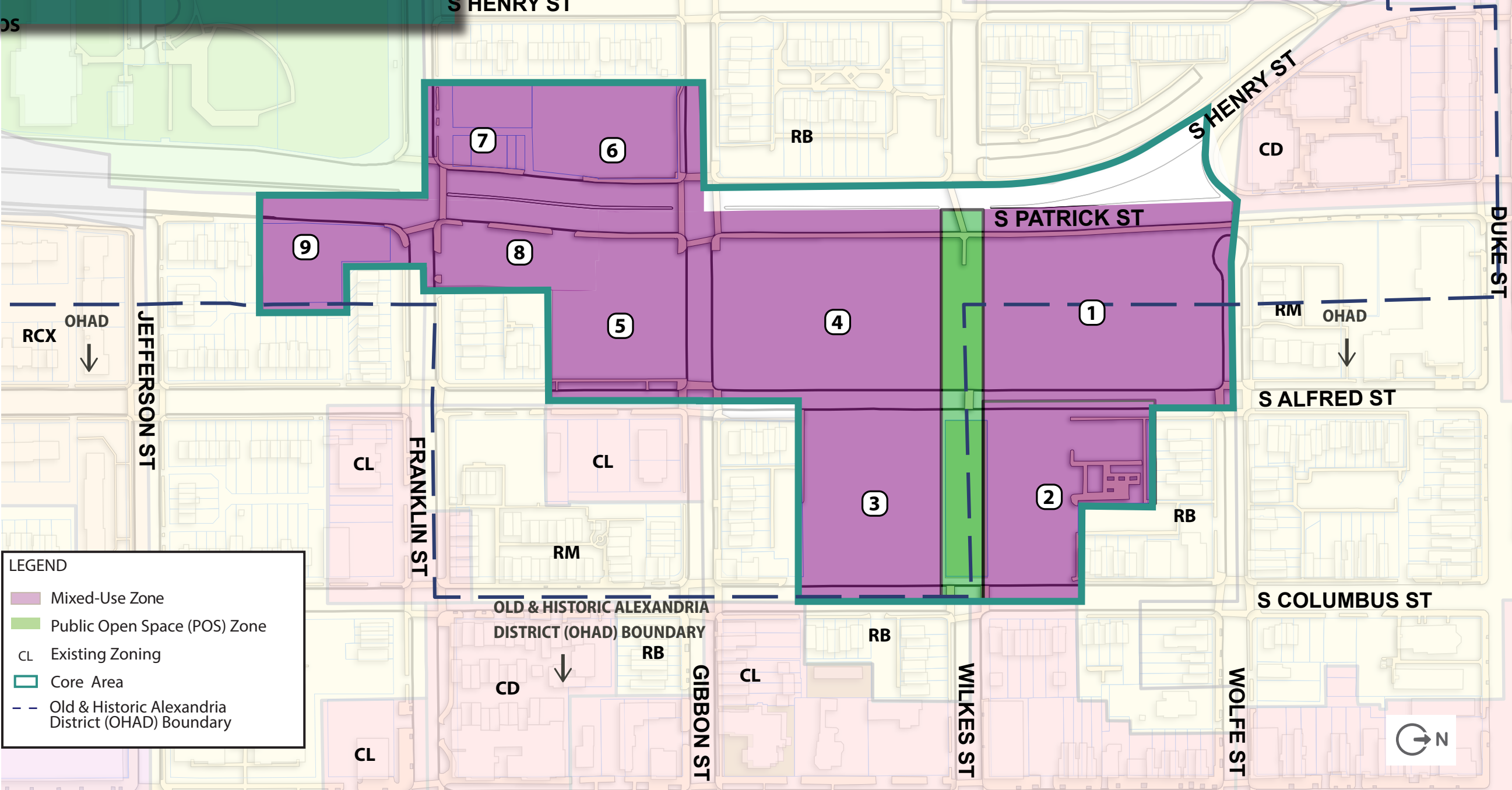
The existing land uses in the core area are a mix of multi-family residential and auto-related commercial uses. For the redevelopment sites, the Strategy recommends predominantly residential uses to ensure compatibility with adjoining residential uses (Figure 3.3). Residential uses may also include senior housing to allow for aging in place and a diversity of housing types. Residential uses are anticipated to include a variety of building types, including multi-family and townhouses, to ensure a mix of building heights and forms compatible with the neighborhood.

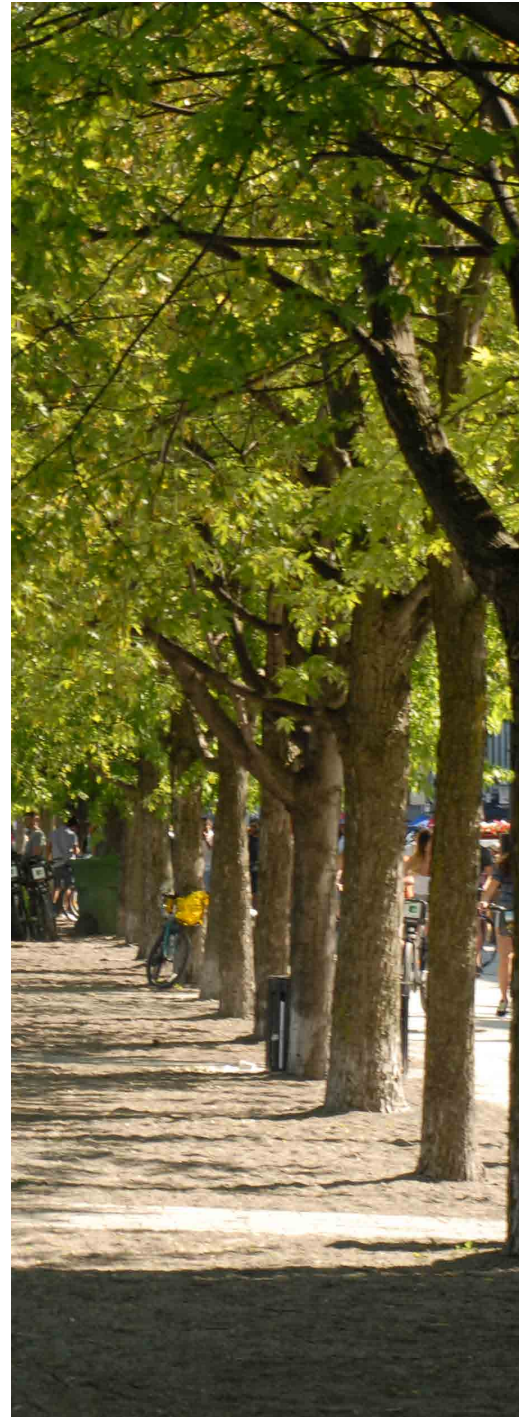
In general, the Strategy does not recommend new ground floor retail/commercial uses within future redevelopment as there are existing retail areas within walking distance on Washington and King streets, and Route 1 locations are generally not ideal for neighborhood retail/commercial use. However, the Strategy maintains flexibility for future accessory commercial uses, such as childcare and/or community facilities with space for activities such as after-school tutoring or job training, that may be appropriate and positively contribute to the neighborhood. Proposed accessory commercial uses will be considered as part of the development review process for each site.



This Strategy recommends rezoning the potential redevelopment sites (Figure 3.5) to implement the land use envisioned and accommodate additional floor area to incentivize retention of the 215 affordable units within redevelopment. In addition, this Strategy recommends that the Wilkes Street public park be rezoned from RB (Residential) to POS (Public Open Space) to ensure long term retention of this important public park. Rezoning(s) for the designated redevelopment sites will be considered based on the project's ability to provide the recommended committed affordable units in exchange for the additional density provided in the rezoning, as well as the streetscape, open space, and mobility improvements to achieve the goals and recommendations of the Strategy.

Figure 3.5: Parcels Recommended for Rezoning





URBAN DESIGN

Within redevelopment, the buildings should create a well-defined edge, also known as the building streetwall, to frame the public streets and open spaces. The streetwall provides a sense of spatial definition so that the street (or open space) functions as an outdoor room and reinforces pedestrian activity on the sidewalk. Because it is the portion of the building which is experienced most by pedestrians, the design, location and quality of the building fronting the street (or open space) should be given the most attention and the highest quality design and materials. While the streetwall is important, it is also important that some of the buildings have building breaks, front yards, recesses, and courtyards, which are a character defining feature of this neighborhood.

In addition, buildings defining the edge of the street will better aid in calming traffic on Route 1 South and the neighborhood streets and provide a more welcoming environment for pedestrians by reinforcing that this area is a neighborhood and an extension of the existing city fabric.

STREETSCAPE

Through redevelopment, this Strategy recommends significant improvements to the streetscape – the public realm or spaces between buildings – to provide spaces for public encounter that engage the human senses and contribute to the beauty of the neighborhood. Improved sidewalks, street trees and landscaping are an integral part of the streetscape. The Strategy recommends, where feasible, that existing large street trees be retained (Figure 3.6) as part of the development review process. Further, the Strategy recommends that as part of redevelopment, a landscape area and sidewalk is provided to create a safe buffer between pedestrians and Route 1, and buildings are positioned to reinforce the public realm as depicted in Figures 3.7, 3.8 and 3.9, based on the street typologies established in the City's Complete Street Guidelines.

Figure 3.6: Open Space and Streetscape Opportunities

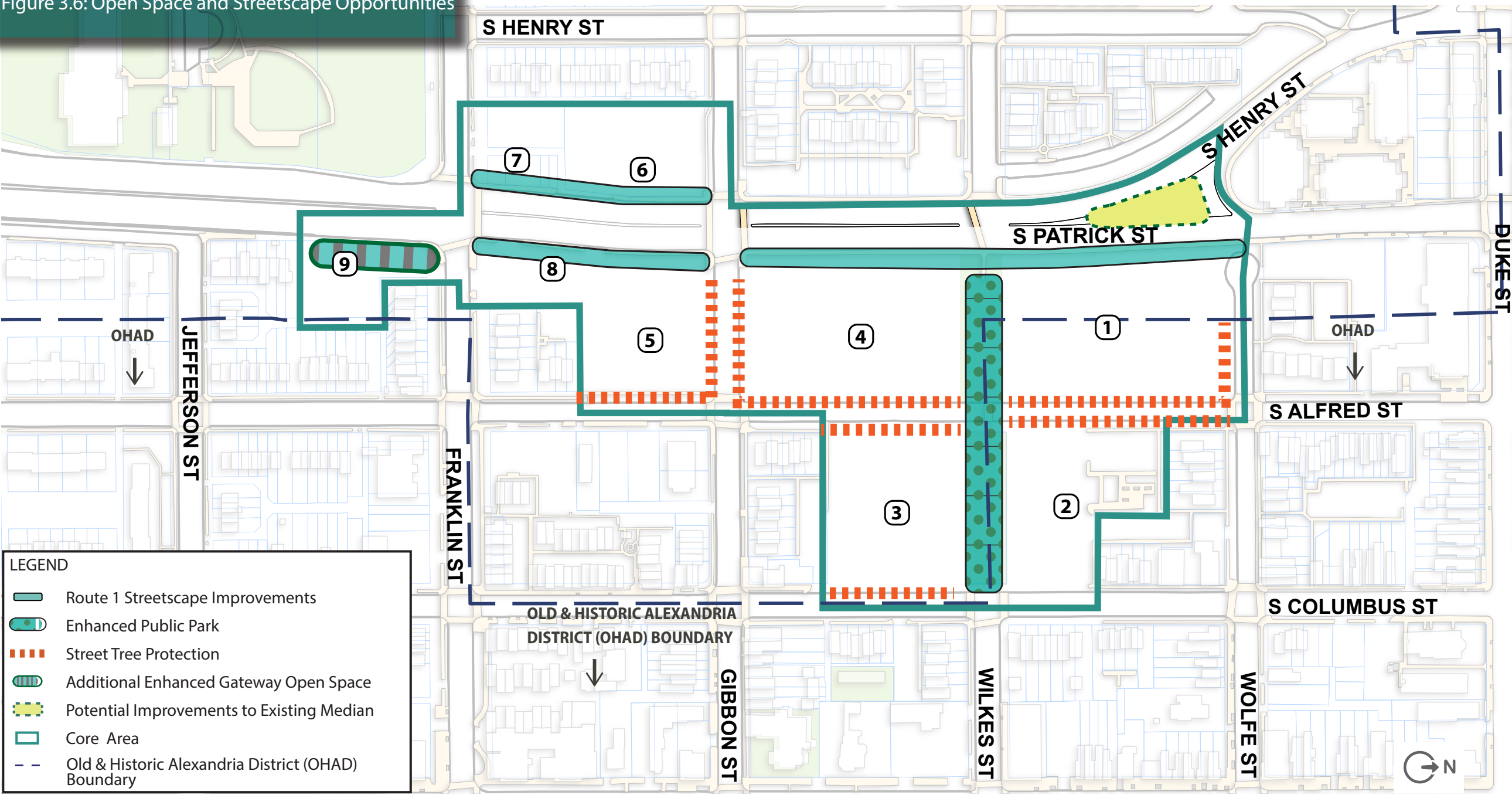


Figure 3.7: Route 1 South Proposed Street Section

Street Typology: Mixed-Use Boulevard

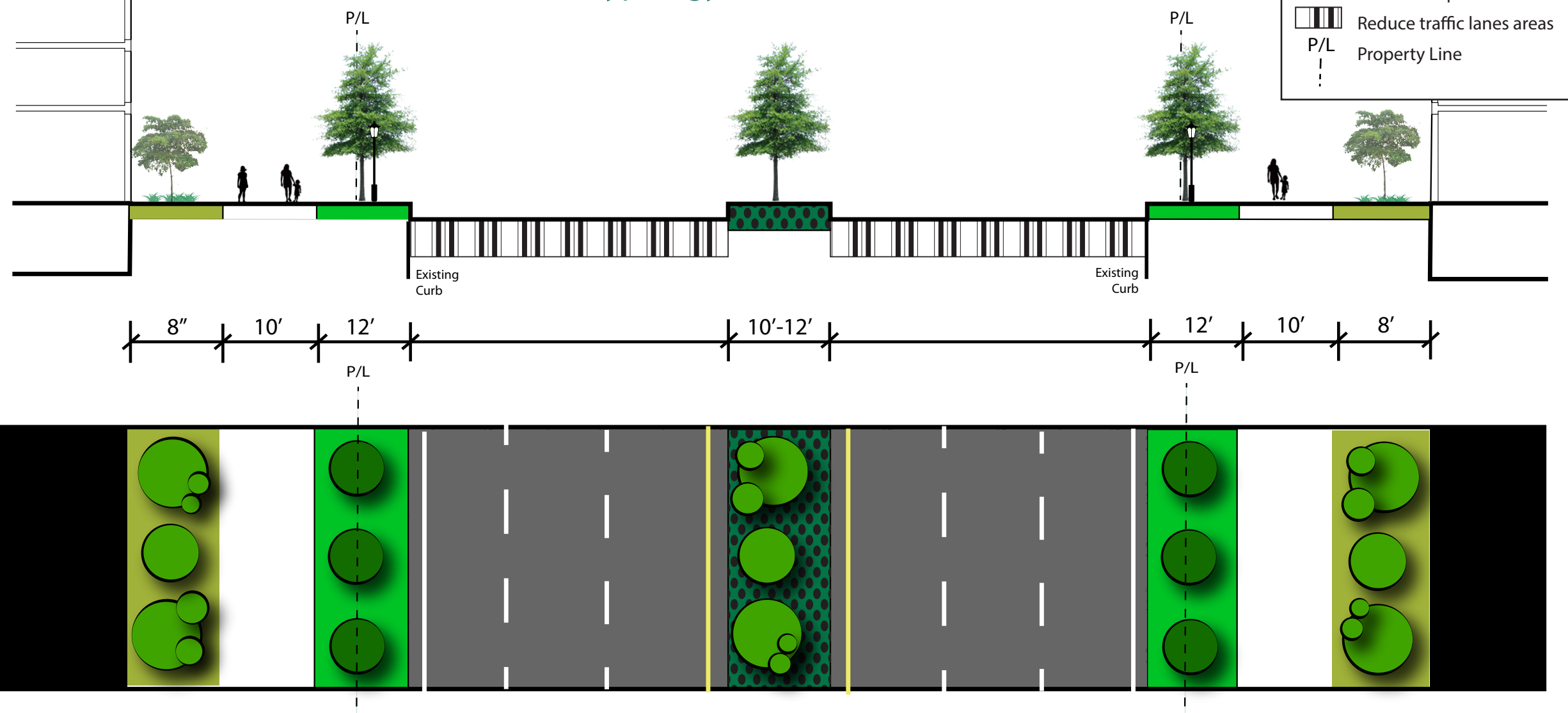


Figure 3.8: Franklin and Gibbon Streets Section

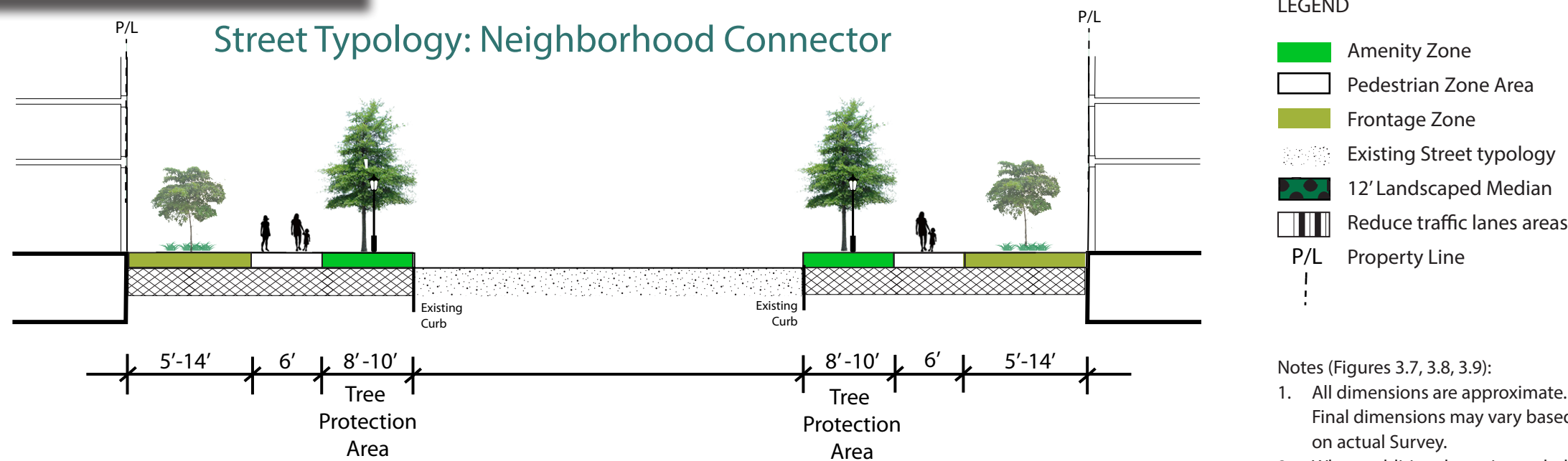


Figure 3.9: Alfred and Wolfe Streets Section

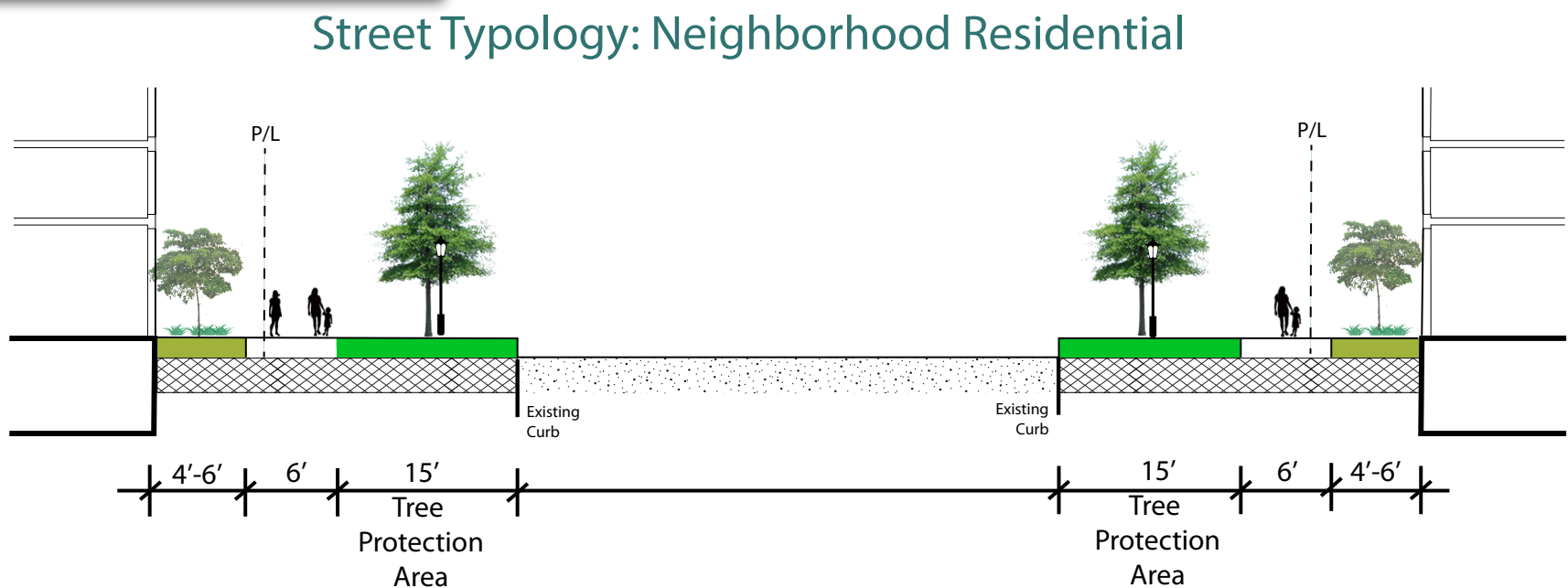
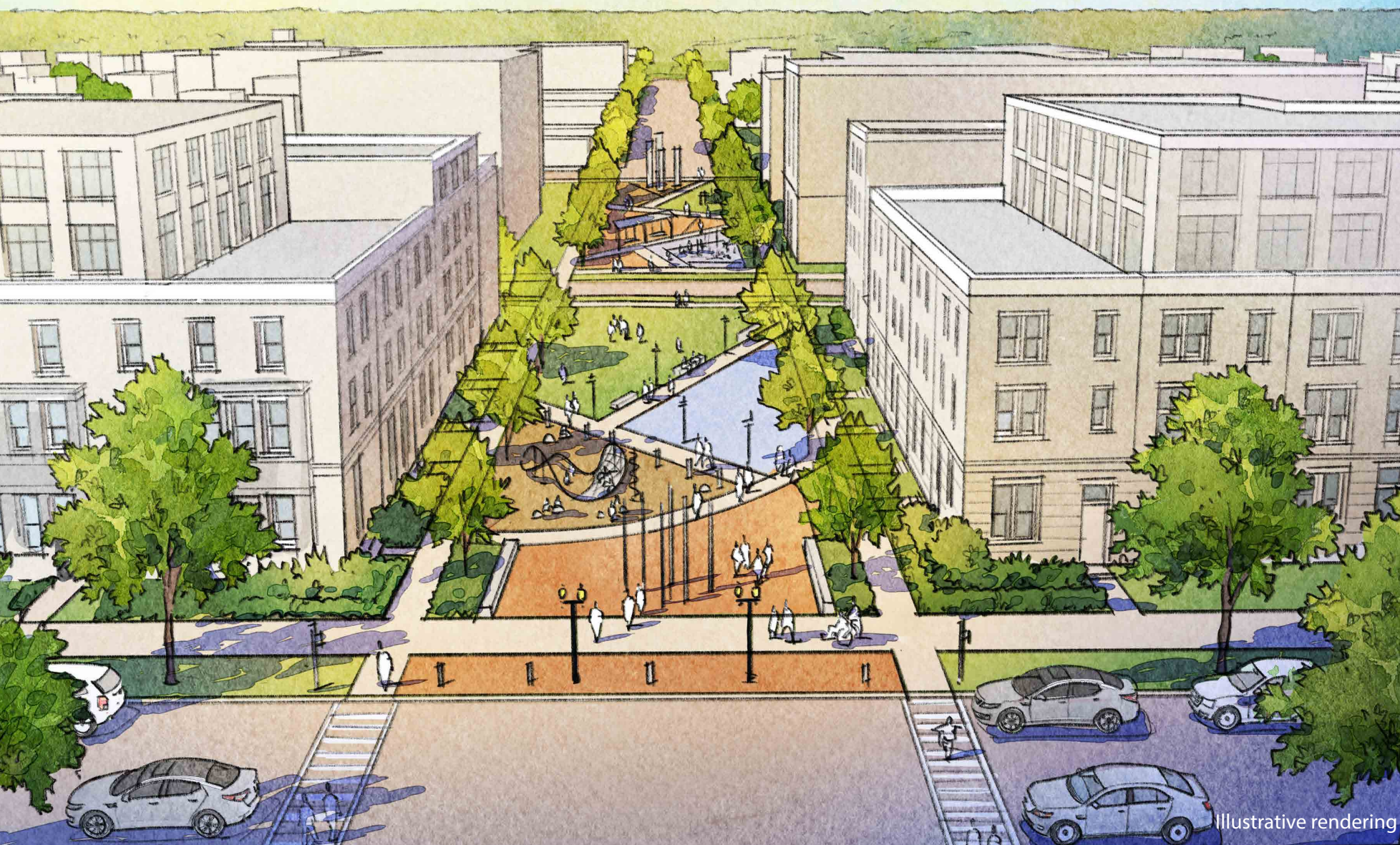


Figure 3.10: Wilkes Street Park looking east



OPEN SPACE

The Strategy recommends that with redevelopment, the existing approximately one-acre Wilkes Street public open space be redesigned for use as a public park, intended to include play areas, seating, and open passive areas that are accessible and accommodating to all ages and abilities. This improvement will be implemented by adjacent property owners through redevelopment with all applicable approvals. The Wilkes Street public park (Figure 3.10) will be a visual and functional green connection for people rather than cars between the neighborhood east to the Wilkes Street Tunnel and west to the open spaces created by the cemeteries. Redesign of the Wilkes Street public park also presents an opportunity to incorporate the history of the neighborhood through interpretive design elements.



Figure 3.11: Urban Design Elements

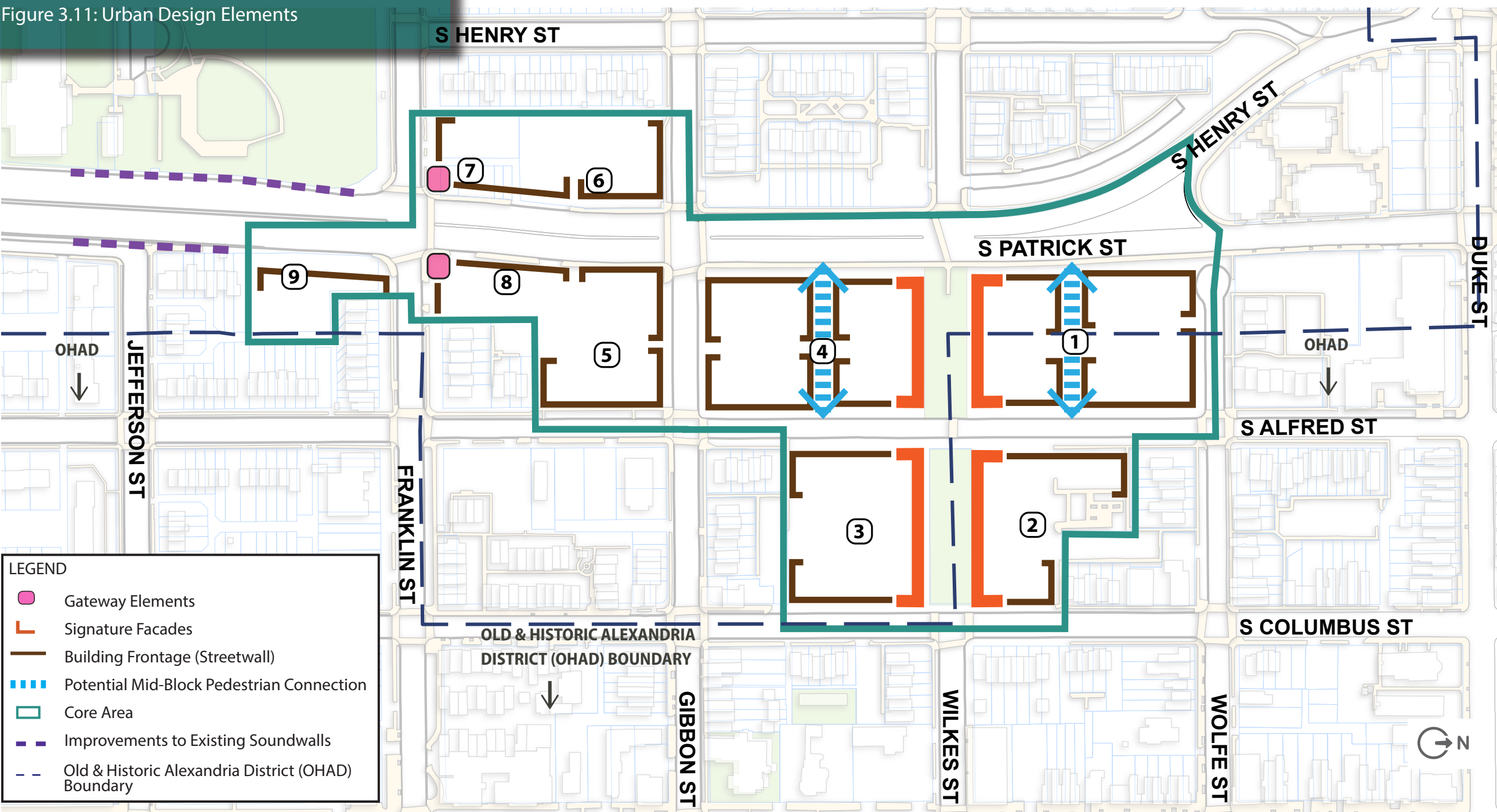
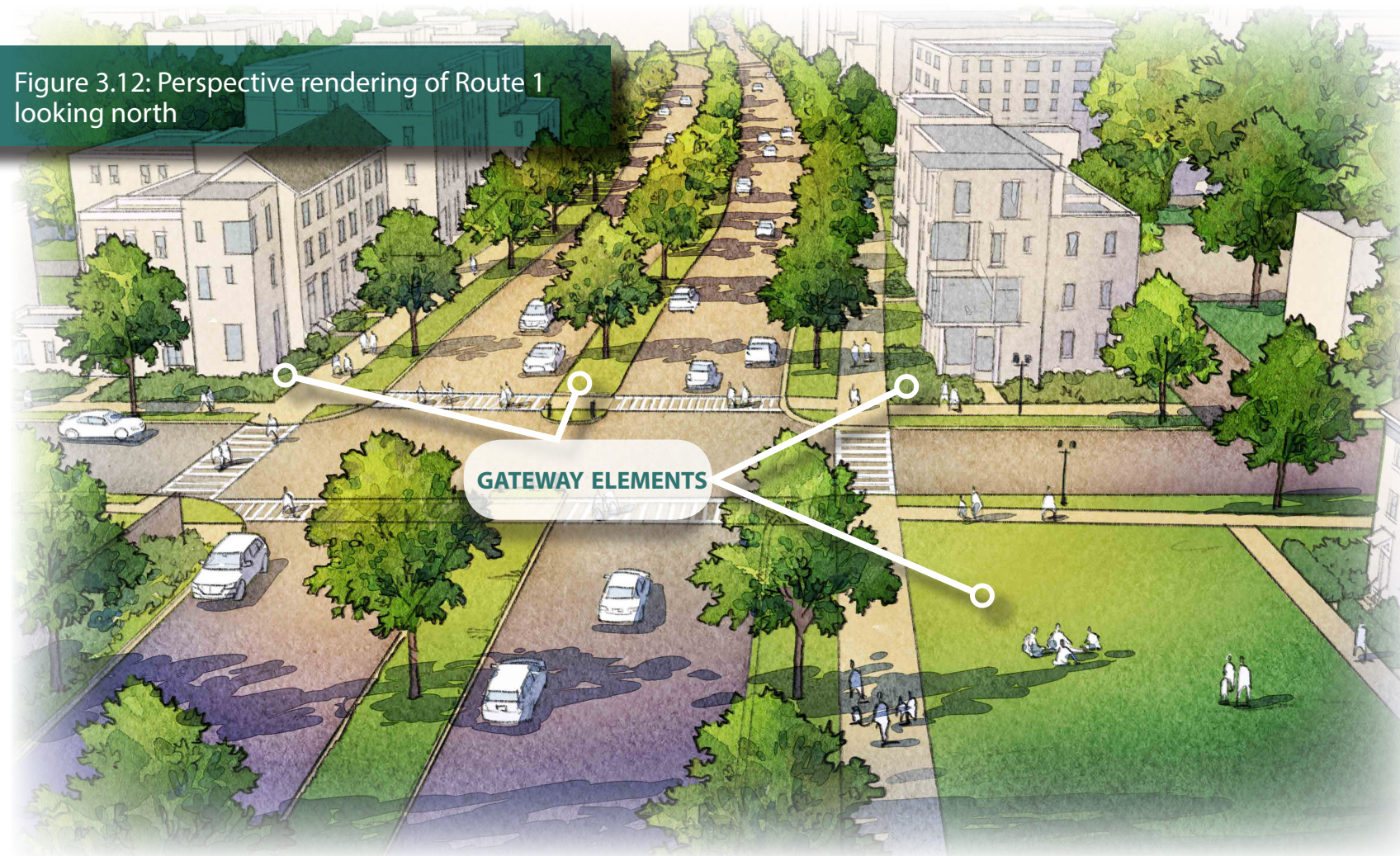


Figure 3.12: Perspective rendering of Route 1 looking north



GATEWAYS + SIGNATURE FACADES

GATEWAYS

Through redevelopment, the Strategy recommends creating an identifiable transition from the interstate at the intersection of Franklin Street and Route 1 that more appropriately announces this area of entry to the neighborhood and city. The gateway can be expressed through the provision of open space and building massing that reinforce the importance of this intersection. The recommended scale, character, elements, and orientation of new buildings will emphasize and reinforce the gateway as depicted in Figures 3.11 and 3.12.

SIGNATURE FACADES

Signature facades are building frontages which utilize high levels of design and materials to reinforce a prominent visual or civic location. The Strategy recommends that the buildings fronting onto the Wilkes Street public park have signature facades due to their visually prominent location on this important gathering area within the neighborhood as depicted in Figure 3.11.

Figure 3.13: Maximum Building Heights and Height Transitions

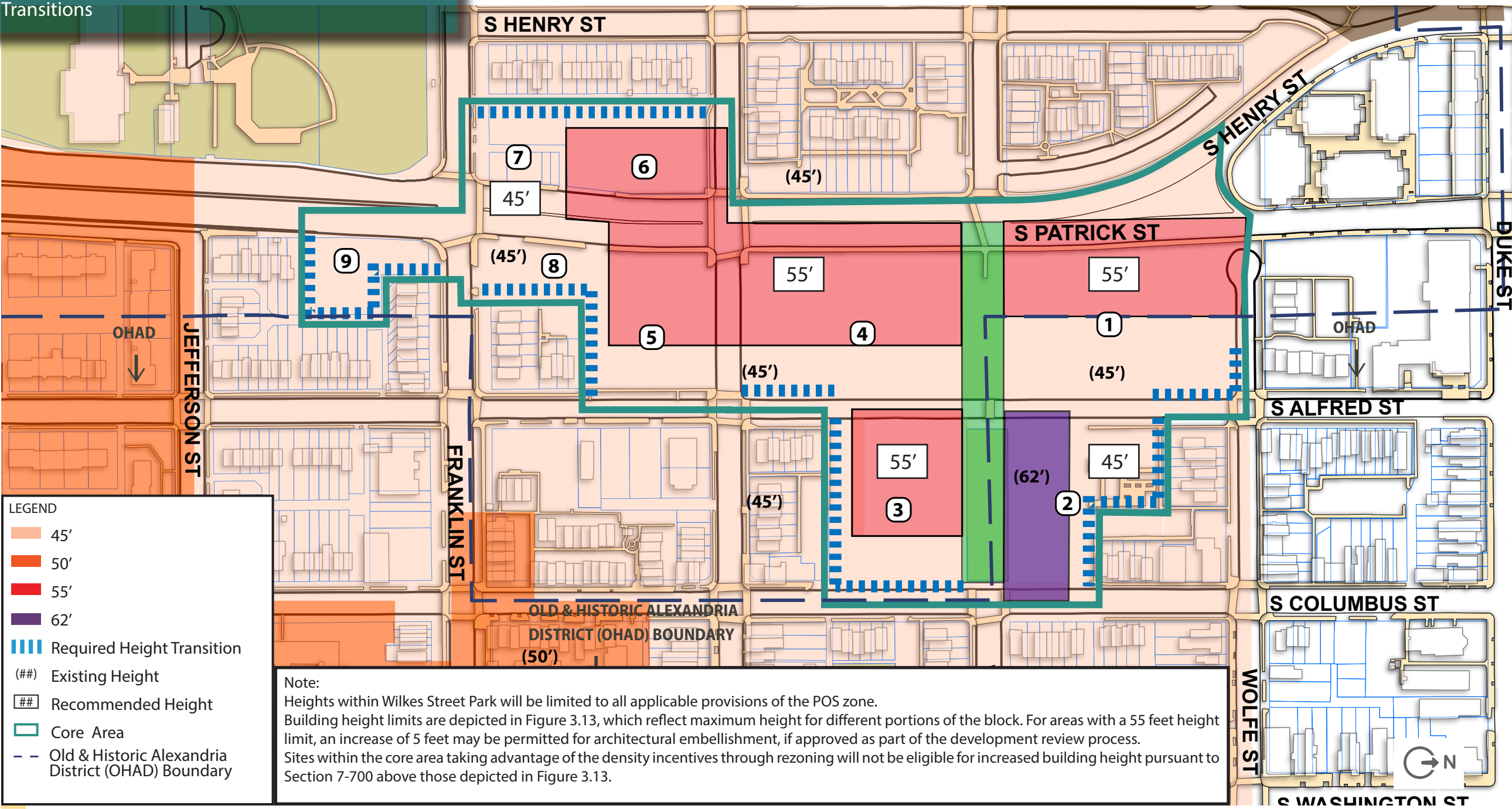


Figure 3.14A + B: Building Heights - Examples of Building Transitions, Articulation, and Massing

Figure 3.14a: Building Transitions

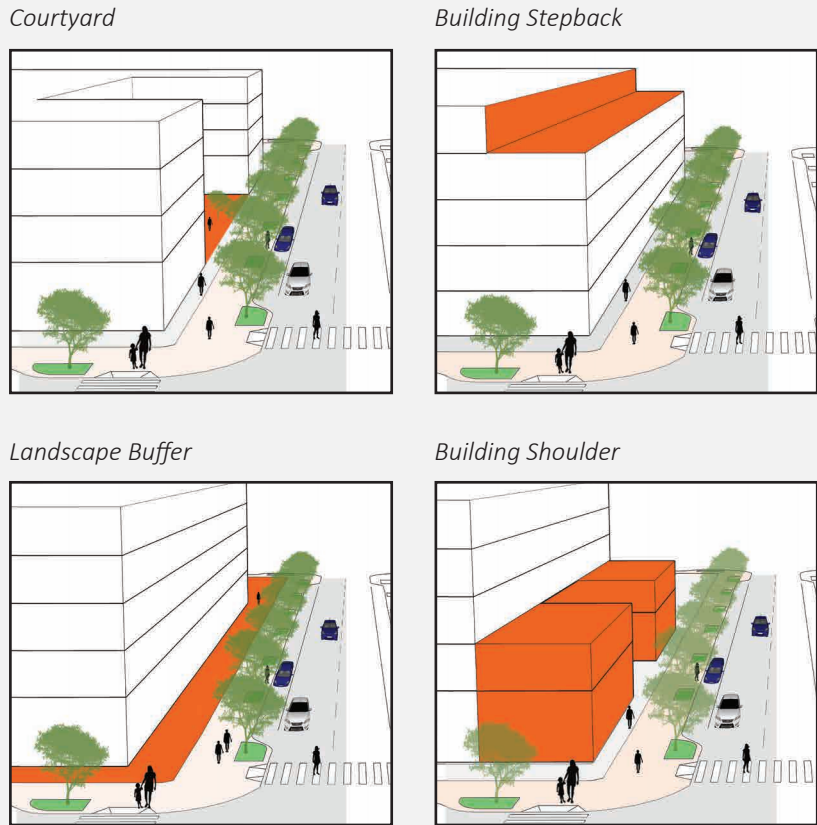


Figure 3.14b: Articulation and Massing



HEIGHT + MASSING

VARIETY OF BUILDING HEIGHTS

A defining element of the existing neighborhood character is the variety of building heights, differing scales and relatively small components within the buildings. As sites redevelop, it will be important that buildings provide height variation, building stepbacks, and other comparable approaches.

BUILDING HEIGHT TRANSITIONS

To ensure appropriate building height transitions between new and existing buildings, new buildings will be required to step down in height and/or provide a courtyard, stepback, building setback-landscape buffer, or building shoulder as shown in Figure 3.14a. In particular, height transitions will be required in locations adjacent to existing lower scale buildings as depicted in Figure 3.13. The type of building

transitions will be determined as part of the development review process, based on the context of each site.

BUILDING ARTICULATION AND MASSING

An important element for new buildings will be variety in the building “streetwall” through elements such as building recesses, building bays and porches as shown in Figure 3.14b. These are important human scale elements that prevent “flat” facades and enable the new buildings to incorporate character defining elements from the neighborhood.

PARKING

Parking for the residential multi-family buildings will be provided underground. Accommodating the parking underground instead of on existing surface parking lots fronting onto Route 1 and neighborhood streets will improve the pedestrian experience and allow for more and better consolidated usable ground level open space. Parking for townhouses will be accessed from a rear alley resulting in fewer curb cuts on the street frontage which creates a better environment for pedestrians and retains on-street parking.

IMPORTANCE OF DESIGN

As these sites are redeveloped, buildings, open space and the public realm will be held to high standards of quality and design, ensuring that redevelopment provides value to the neighborhood and to the city, while fulfilling the goals of the Strategy. Therefore, future redevelopment will comply with the Strategy's site standards to shape and improve the public realm, , tree preservation, site and building design, and open space. The site standards are intended to ensure neighborhood compatibility.

INFRASTRUCTURE

An important element of planning for this and any neighborhood's future is consideration of adequate infrastructure capacity and upgrades. The identified redevelopment sites are located within the City's combined sewer system. With redevelopment comes the opportunity to replace and update stormwater and sanitary sewer infrastructure on the identified sites to comply with current

requirements, reduce the amount of stormwater runoff, and improve stormwater runoff quality through the installation of stormwater best management practices (BMPs), thus contributing to cleaner waterways.

In addition, as part of the development review process, each project will be required to complete a transportation study to determine the impact of additional development and potential mitigation measures if necessary.

SCHOOL CAPACITY

The City works in coordination with ACPS with each small area plan to develop an estimate of new students that could be generated by additional development. Based on 2015-2017 student generation rates, approximately 12 elementary, 7 middle, and 4 high school students will be generated by the net new proposed redevelopment over time, which represents 23 net new students over the current number of students. Redevelopment of the identified sites will likely occur in multiple phases over a five to 15-year period, so the additional students would not all be added at once. Also, since the stated goal of the Strategy is to retain/replace the existing affordable units and maximize opportunities for current residents to relocate locally, remain in their schools in the interim and return to the community following redevelopment, the impact of replacement affordable units should have a negligible impact on associated student generation.

While Lyles-Crouch Elementary is currently over capacity, elementary enrollment is projected to stabilize in this area over the next decade according to enrollment projections, which are jointly developed by ACPS and the City. ACPS will continue to coordinate with the City to review, plan, and allocate resources for necessary additional capacity to ensure all ACPS students are

provided with safe, and equitable learning environments. ACPS and the City will also coordinate future enrollment impacts on after school programming and enrollment at the Nannie J. Lee Center.



RECOMMENDATIONS

Planning and Land Use

1. Update the zoning for the potential redevelopment sites (Figure 3.2) to implement the recommendations of the Strategy. Implementation of the recommended rezoning(s) may occur as a CRMU-H zone or comparable new zone. Rezoning(s) for the designated redevelopment sites will be considered based on the project's ability to provide the recommended committed affordable units in exchange for the additional density provided in the rezoning, as well as the streetscape, open space, and mobility recommendations outlined in the Strategy.
2. Potential redevelopment sites will be subject to the requirements and applicable provisions of the Development Summary Table (Table 1). Sites taking advantage of density incentives through rezoning are eligible to request additional floor area pursuant to Section 7-700 of the Zoning Ordinance; however, the sites are not eligible to request bonus height pursuant to Section 7-700 of the Zoning Ordinance above the heights depicted in Figure 3.13.
3. Future zoning will allow for ground floor accessory commercial uses supportive of the residential use, such as day care.
4. Buildings will comply with the maximum building heights and appropriate building height transitions as depicted in Figure 3.13.
5. Redevelopment should include a variety of housing types and building heights.

6. Redevelopment should provide space for community facilities such as community rooms, or space for after school tutoring, job training, library satellite/media center, or other community serving need in coordination with the City.
7. Residential uses may include senior housing to allow for aging in place and a diversity of housing types.

Urban Design

8. Redevelopment will provide gateway elements at locations as shown in Figure 3.11. The gateway elements will use distinctive building shapes and open space, to denote their location.
9. Signature façades fronting the Wilkes Street public park as depicted in Figure 3.11 will use design and materials that convey the importance of this prominent neighborhood location.

Streetscape

10. Redevelopment will provide improved streetscapes for their frontages consistent with the intent of the applicable cross-sections in Figures 3.7, 3.8, and 3.9.
11. The City will explore the feasibility of enhanced landscaping for the existing sound walls on Route 1, in consultation with the Virginia Department of Transportation (VDOT).
12. The City will explore the feasibility of removing and/or modifying the sound wall at the intersection of Franklin

Street and South Patrick Street to reinforce the gateway envisioned by the Strategy in consultation with VDOT.

13. Streetscape and open space design should include interpretation of neighborhood history.
14. Redevelopment should retain the existing street trees as depicted in Figure 3.6 to the extent feasible.

Open Space

15. Redevelopment of sites adjacent to the Wilkes Street public park will improve the park (to include all applicable approvals) with multifunctional spaces for the use and enjoyment of all ages and abilities to meet the intent of the open space as described in the Strategy. These improvements may be considered as a part of the open space requirements for the adjacent sites.
16. Redevelopment sites should provide recreational open and public spaces for the use of building occupants. Design features should include (but not be limited to):
 - a. Common indoor and outdoor spaces for resident use
 - b. Roof gardens, balconies, terraces, decks, and/or
 - c. Options for group and individual meetings and recreation.
17. Redevelopment should design and configure ground level open space to be visible from adjoining streets to the extent feasible.

Site and Building Parameters

18. Building materials for each building will comply with the following:
 - a. Acceptable materials include glass, stone, wood, brick, architectural precast concrete and/or metal;
 - b. Fiber cement siding and/or panels (or comparable) will be limited to 20% or less of the materials used on the building facade visible from a street or park/open space. These materials will not be permitted on "Signature Facades;" and
 - c. Prohibited materials include synthetic stucco and vinyl siding.
19. Buildings will provide appropriate building height transitions at the areas depicted in Figure 3.13 using methods such as the ones depicted in Figure 3.14. The specific type of transition will be required through the development review process.
20. Residential buildings will provide a front setback of approximately 2-10 feet from the required sidewalk to provide space for individual front yards, plantings, landscaping, fences, stoops, and similar pedestrian-friendly elements.
21. Buildings will be sited parallel to the street. Irregular spacing between buildings should be avoided or minimized at the setback line, except in cases where variation is needed for gateway elements.
22. Side and rear building elevations visible from an adjoining street and/or park will be designed in a comparable manner and relate to the front facades, utilizing a similar architectural treatment.

23. Ground-floor levels for all residential uses should be elevated to avoid pedestrians being able to see directly into the windows of residential units.
24. Buildings should incorporate human scale elements such as defined entrances, bay windows and varying setbacks for courtyards and green spaces into new building design.
25. Multi-family buildings should include "townhouse-scale" elements with individual and functional entries at 20 to 30 feet intervals.
26. Building breaks should be provided to avoid long, uninterrupted building elevations unless, during the development review process, it is determined that a comparable level of architectural variation is provided.
27. Redevelopment may include interior facing mews units only if the remainder of the units for each of the block frontages front onto the adjoining public street or public park (e.g. Printers Row).

Parking

28. Parking for each multi-family building (excluding stacked townhouses) will be located below grade. Some of the underground parking for sites 1, 4 or 5 may be partially exposed due to the topography of site. The exposed portion will be integrated into the building through the use of design and materials as part of the development review process.
29. Surface parking lots are prohibited.

30. Parking provided will be for the uses within the identified redevelopment site only.

31. Parking for each townhouse will be provided from a rear alley. Front loaded garages for townhouses are prohibited.

Infrastructure and School Capacity

32. Redevelopment will provide stormwater and sanitary sewer infrastructure that accommodates projected impacts and improves the sites' environmental sustainability while meeting regulatory requirements.
33. Planning for school capacity and after school enrollment will be addressed by the City and ACPS and take into account impacts of new development.